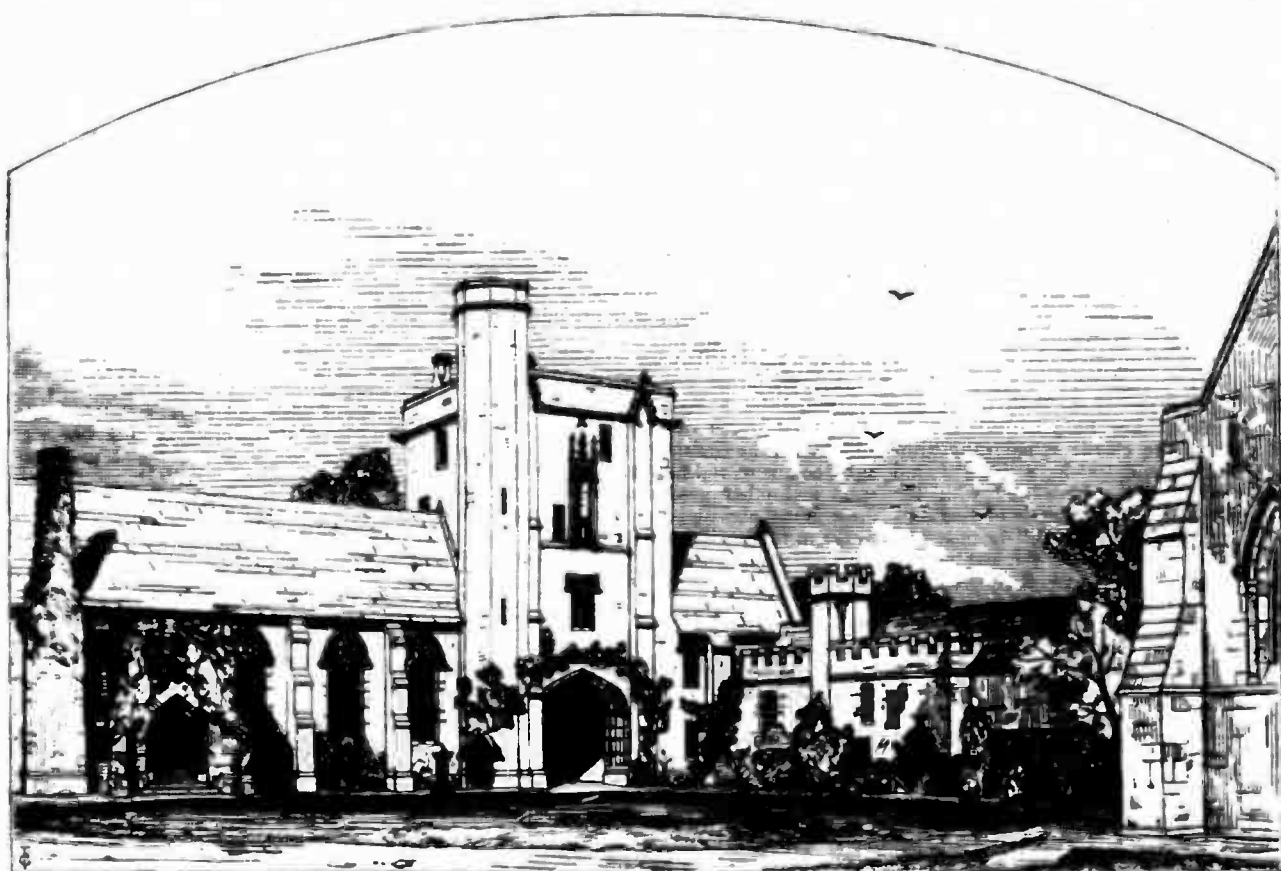




THE HOSPITAL OF ST. CROSS, WINCHESTER.

THE HOSPITAL OF ST. CROSS,
WINCHESTER.

We have given views at different times of the fine solemn old church belonging to this institution, and now lay before our readers a careful sketch taken from the south-west corner of the principal court, showing the tower, built by Cardinal Beaufort; the "refectory," with its porch, &c.; the porter's apartments, right of the tower; the "ambulatory," about 135 feet long; also the commencement of the church; and we may at some future time give other views of these interesting buildings.

The late Dr. Milner, in writing about St. Cross, said: "With all its beauty, there is a wonderful repose and calmness in the place; but it is the repose of the living and not the oblivion of the dead. There is no ruin about St. Cross, no memorial of glory departed, to bring a melancholy contrast to the mind." Yes, there is life in the old place, at least in part of it: the first court looks cold and dismal; but on entering the second all is bright and cheerful. The old buildings, though ancient, are not decayed: they are kept up and preserved with care and pride. The flowers, so numerous and sweet, look as if they loved the building, and cling tightly to it, determined to protect as long as they can the grey old walls that have stood so long. Actually Time appears to stand still to admire this quiet spot, not liking to lend his hand to destroy any more the buildings of St. Cross.

THE CASA ZAPORTA, ZARAGOZA

This exceedingly rich specimen of Spanish architecture shows the general style of the Court yards to the palaces of Arragon; for although similar elaborately ornamented examples (called "Plateresque") are found in various parts of Spain, they principally abound in that province. By no means to be recommended as a style, still for its picturesqueness, extraordinary fertility of design, and the spirit and character of execution, it is very remarkable. As is too frequently the case in Spain (where one sees the finest buildings applied to

the basest uses, and treated with the utmost neglect), this palace has been shamefully mutilated, and, when the writer saw it, was serving the double duty of an iron factory and coach office. It was built by a rich merchant of the town of Zaragoza, whose name it bears. At the side of the view we give some examples of Spanish ornament.

T. R. MACQUOID.

BRITISH AND AMERICAN STEAMERS.

IN your number of the 4th inst. you quoted an extract from an American paper, in which it is stated that improvements made in the steam-engine by Americans have been adopted in building the "last fast" boats of the Cunard line, and that in the "extra fast boats" of the same line now in course of construction, "they are to go the whole figure, and fashion the engines entirely after the most approved American models." By giving currency, as you have done on this and other recent occasions, without comment, to the overweening estimate which the Americans form of their own superiority, you appear to me, Mr. Editor, to do much towards weakening the well-founded confidence which has hitherto been entertained in the perfection of British machinery, thereby injuring British interests, particularly with reference to the demands for engines from foreigners.

It is time, therefore, that the real facts of the case respecting the manufacture of the engines on board Collins's American line of steamers (the vessels more immediately alluded to in the American newspaper) should be made known, which I now do from undoubted authority, and, as regards some of the particulars, from my own knowledge,—and which are as follow:—

The United States Government, perceiving the failure of all the attempts that had been made to establish an American line of Atlantic steamers which should compete in point of speed and efficiency with the Cunard line, and deeming it of the greatest national importance that this inferiority should no longer continue,

subsidised, with a large annual subvention, Collins's line (besides, it is believed giving pecuniary aid in some shape or other towards the construction of the vessels), on condition that no expense should be spared in obtaining the most perfect and efficient engines that could be constructed; and as there was at that time (although it is only two years ago) no manufacturer in the United States who could make engines fulfilling these conditions, the contractors for the American line turned their views towards the Clyde, and obtained permission from the proprietors of the Cunard line to take mouldings or castings of every part, even to the minutest particular, of the engines constructed by Napier, of Glasgow, on board the largest of their vessels; and in order that nothing might be wanting to make the engines equal to those in the Cunard steamers, the contractors imported men from the manufactories on the Clyde for the purpose of making the engines in New York, so that they might be of national or American fabric.

As, therefore, the last constructed and fastest of the American ocean-going steamers are made entirely after the British model and by "Britishers," you will perceive, Mr. Editor, how little likely it is that the Cunard vessels now in course of construction are to be fitted with engines made after the American model. Where, indeed, have the Americans anything better to show than the engines on board the Collins line, which are made after the British model?

BRITANNICUS.

YORKSHIRE ARCHITECTURAL SOCIETY.—On Thursday in last week the annual meeting of this society was held in the rooms, Minster-yard, York, when the chair was taken by the Ven. Archdeacon Churton. Presents were received of drawings, &c.: the annual report was read by the secretary and adopted, and the committee and officers were elected for the ensuing year. A paper was then read by Mr. W. H. Dykes, architect, of York, on the arrangement of abbeys.